GRUMMAN plane news

Vol. 43, No. 2, January 27, 1984. Bethpage, N.Y. 11714

The big chill

Don't talk to Grummanites on Long Island about the "greenhouse effect." For the past three weeks, below freezing temperatures and intermittent snowstorms have kept Long Island under a blanket of white stuff. No relief is in sight.

While folks in Transportation, Facilities, Security and Food Services continue to fight their ongoing battle against the elements, Grummanites in Stuart, Florida, report temperatures in the mid-Seventies and sunny skies. (Photos by Jim Prestinari)

news briefs

R&D funds increased

Grumman Corporation's 1984 research and development expenditures will total $70 million, $25 million of which will go toward the X-29 technology demonstrator aircraft being built for the Department of Defense, Chairman Jack Bierwirth recently stated at a meeting of institutional investors.

The figure will virtually double 1983 R&D funds, Bierwirth said in his remarks to the Tsai Forum at the Regency Hotel in New York City.

"The X-29 is an opportunity that comes very rarely," he said, explaining that this is the first experimental aircraft designated "X" by the Air Force in over a decade.

"We're willing to put our money on the line and go the extra mile" to fully develop the technologies that will be demonstrated on two X-29s. The company is adding $40 million of research and development funds over the 1982-1984 period to its government contract of $85 million for the project.

In addition to its distinctive forward-swept wings, the X-29 will test sophisticated computerized flight controls and other major advanced aircraft technologies in aerodynamics, structures, and flight controls.

"When we've demonstrated our capability with this aircraft, our expertise may make the difference in future competitions to build fighter aircraft for the U.S. Navy and Air Force," Bierwirth said. "This edge is certainly worth the investment in research and development."

He said the company's five aircraft programs for the U.S. Navy — the F-14, A-6, EA-6B, E-2C, and C-2 — have solid futures.

Pointing out other areas of research, Bierwirth said the F-14 will grow from its current F-14A version to an F-14D version to be delivered in the late '80s. The F-14D will have new engines and avionics.

Bierwirth also pointed to data processing and automatic test equipment (electronic systems that test other electronic systems) as examples of growth areas for the company. He said he expects the military to be the major customer in both areas.

"Our technology is ahead of many commercial systems in these areas, but we don't have the commercial marketing expertise in place," he explained.

Mohawk comes home

The Plant 4 Flight Tower in Bethpage was the setting recently for a brief homecoming visit. The returnee: the Grumman OV-1 Mohawk.

The '69 model Mohawk was flown in by CW3 John Speckman and CW4 Roger Catlin of the U.S. Army A Company, 15th Military Intelligence Battalion, based in Fort Hood, Texas. The two men are part of a team doing a transportation analysis of the Tobyhannah Army depot in Mount Pocono, Pennsylvania, and they're utilizing three of the nimble Mohawks in the effort. One of the planes was down for repairs, so Catlin and Speckman flew in to Bethpage to get data about a replacement part.

The transportation analysis includes an aerial study of the depot and access roads to and from. The three Mohawks are utilized for aerial photography and side-looking airborne radar imaging.

Joe DiMaggio, director of Army Marketing, said the homecoming was noteworthy because Mohawks haven't been around Bethpage for about eight years.

'83 blood drive update

Grummanites, take a bow. The Long Island Blood Services recently awarded the company with a plaque for outstanding contributions during 1983. Grummanites contributed a record total of over 7,000 pints of blood during '83.

Accepting the award recently from the Blood Services were Grumman Corporation Chairman Jack Bierwirth and 1983 Blood Program Chairman Herb Grossman, who is vice president-Bethpage Operations for Grumman Aerospace.

Grossman says the plaque will be on display over the course of the year at all Long Island plants. He says that while he is grateful for the support of last year's blood drive team and the approximately 100 administrators and blood captains at various plants, the real credit for the award should go to everyone at Grumman who participated. Participants included people from Aerospace, Grumman Data Systems, and other Grumman subsidiaries, as well as NAVPRO, the Credit Union, and Grumman Data Systems Institute students. In addition, a contingent of Grumman retirees kept the blood drives operating smoothly.

Honors. *Grumman Corporation Chairman Jack Bierwirth (L) and '83 Blood Program Chairman Herb Grossman accept trophy and plaque from Dr. Theodore Robertson, director, Long Island Blood Services.*

Homecoming. *This OV-1 Mohawk "came home" to Bethpage's Plant 4 recently. Greeting Army CW3 John Speckman (2nd L) and CW4 Roger Catlin (2nd R) are Joe DiMaggio and Paul McDermott of Marketing.*

obituaries

JOSEPH F. PLACENZA of Benefits, Plant 28, died December 26 at the age of 57. He had been with the company since 1967 and resided at 154 West 12th Street, Deer Park.

HENRY W. MORFIN of Systems Integration, Plant 1, died December 29 at the age of 60. He had been with the company since 1964 and resided at 3 Soundview Dr., Port Jefferson.

HARRY PATOYRAN of Tanks and Ducts, Plant 2, died January 2 at the age of 60. He had been with the company since 1964 and resided at 114 Myers Ave., Hicksville.

JOHN NEDBAILO of ILS Publication Control, Plant 15, died January 9 at the age of 56. He had been with the company since 1964 and resided at 1772 E. 92nd Street, Brooklyn.

GRUMMAN plane news

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Working in space

Next Shuttle mission features Grumman MFR

The Grumman-built manipulator foot restraint (MFR) will be put through its first zero-gravity shakedown during the upcoming Shuttle 41-B mission in February.

Planned as one of the most ambitious Shuttle flights yet, the upcoming mission will also feature two satellite deployments, two rendezvous events and two extra vehicular activities (EVAs). These rendezvous and EVAs — along with the testing of Grumman's MFR — will prepare NASA officials for the 41-C mission in April 1984 when a rendezvous with the Solar Maximum Mission satellite and repair is planned.

Grumman's MFR is basically a workbench for Shuttle astronauts who are repairing satellites in space. "It is not very exotic," says Al Nathan, program manager. "In fact, it is a very simple, functional unit."

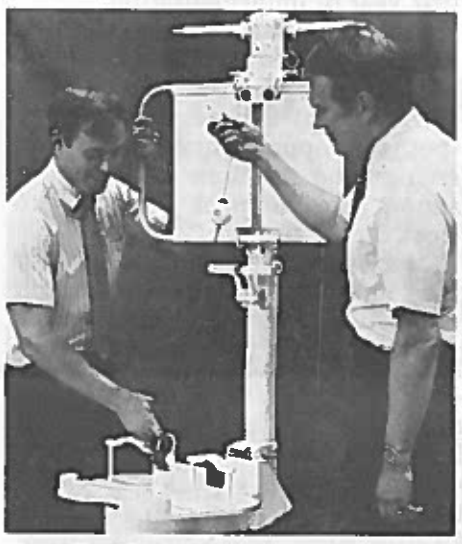
Fundamentally, the MFR is a work platform, approximately three feet wide at the base and three feet high. It is attached to the Shuttle's remote manipulator arm, a flexible composite arm almost 50 feet long. It has ski-binding-type slots for the astronauts feet, a toolboard and a payload carrying device. With the MFR, an astronaut can work in a stable working position with toolboards mounted in close reach for satellite repairs.

Over the past several years, the MFR has undergone extensive testing by both NASA and Grumman. NASA has put the work platform through its paces in the neutral buoyancy of the water tank at Johnson Space Center which simulates zero-gravity conditions.

Grumman has also conducted a gamut of tests using the LASS (Large Amplitude Space Simulator). Located in Plant 14, LASS creates all the movements and dynamic sensations of the Shuttle's workstation.

In November of 1982, Shuttle astronauts Bruce MacCandless and Jerry Ross spent several days in Plant 14 running through the repair procedures that astronauts will use on Solar Max in April.

MacCandless and fellow astronaut Robert Stewart will both test the MFR on the February mission.



Sure footing. *Astronauts Jerry Ross (L) and Karol Bobka accepted a Grumman manipulator foot restraint test article last summer.*

Ready to go. *Astronaut Bruce MacCandless spent several days in November 1982 in Plant 14's Large Amplitude Space Simulator (LASS) room in Plant 14, testing out the manipulator foot restraint (MFR) — a work platform astronauts will use to repair satellites in space. MacCandless will test the MFR during the Shuttle mission next month.*

Mfg. Tech scholarship deadline nears

Interested in raising your technological I.Q.? Then circle the date March 15 on your new '84 calendar. That's the deadline for applications for the Grumman Manufacturing/Technology Scholarships.

The scholarship is available to Grummanites and Long Island students who have a two-year associate degree in mechanical technology or who have completed the first two years of an engineering curriculum. Scholarships go toward defraying the costs of tuition and expenses at any college or university offering an accredited bachelor's degree in manufacturing engineering/technology.

All previous graduates — Cathy Grastataro, Frank Caputo, and Michael Sheeron — are now permanently employed within Grumman's Manufacturing Department. There are presently seven scholarship winners attending Weber State College in Ogden, Utah, and three attending the New Jersey Institute of Technology.

Interested applicants may call Fred Neuscheler at Ext. 8268 (516-575-8268) or write to Manufacturing Scholarships, Grumman Aerospace Corporation, B18-002, Bethpage, N.Y. 11714.

NAVPRO lauds four Pl. 2 departments

Capt. Roy Buehler, commanding officer of NAVPRO (Naval Plant Representative Office), presented plaques to four manufacturing departments for what he called "outstanding" performance in a recent Navy quality audit.

Commenting on this "outstanding quality product achievement," Capt. Buehler noted that from mid-August to mid-September 1983, a NAVPRO Product Verification Team audit of the Grumman Aerospace quality program in four departments found no system or hardware defects in any of the areas.

The four departments in Plant 2 cited were: Press; Small Parts Fabrication; Heat Treat; and Prototype.

"This indicates an extremely high level of employee commitment to do the job right the first time," said Capt. Buehler. He pointed out that a review of the NAVPRO's audit history to date at Grumman, revealed that this marked the first time since the audit's inception in 1968, that no defects were uncovered.

"The absence of defects is indeed an outstanding achievement when the complexities of the processes involved and number of applicable specifications are considered," commented the captain.

Quality conscious. *A NAVPRO quality audit came up defect free in four Plant 2 production departments. Capt. Roy Buehler presented the departments' foremen with special plaques for their achievement. (L to R — standing) Peter Sicardi, Vice President Joseph Kingfield, Sam Avati, Buehler, Pat Marzo, Roy Montana (seated) Bill Wright — Small Parts Fabrication foreman; John Grodeski (representing Bill Brown — Press foreman and Lou Napoli — Prototype foreman); Ellie Reavis — Heat Treat foreman.*

people

On the high seas

Grumman Field Operations representatives Peter Schmidlin and Richard Summer returned home to Whidbey Island, Washington, after completing an around-the-world cruise on the maiden voyage of the Navy's newest aircraft carrier, *U.S.S. Carl Vinson*, last year.

Both Peter and Dick established personal records by completing their 10th cruise as Grumman reps and were honored at a special ceremony at Whidbey Island by Field Operations Director Jack Christiansen.

Peter joined Grumman in May 1960; he completed his 10th cruise with EA-6B squadron, VAQ-134. Dick started his Grumman career in July 1966; he made his 10th cruise with the VA-52 squadron (A-6) on board the *Vinson*.

Personal milestone. *Dick Sommers (L) and Peter Schmidlin (R), marked their 10th cruise as Grumman Field reps. At a special ceremony commemorating the event were Bruce Van Tassell, site manager, Whidbey Island; and Jack Christiansen (2nd L), director of Field Operations.*

Benny's no bum

On Sunday, December 4, Benjamin Mroz — alias "Benny the Bum" — was honored by the Seaford Memorare Chapter of the Knights of Columbus as Citizen of the Year.

Ben, a Grumman retiree, is an active member of the Long Island Clown Enthusiasts. He was also honored with a citation from the town of Seaford, commemorating the event. His only regret: "My son and daughter-in-law couldn't be on hand." His son, Dick, is on field assignment for Grumman in California.

A record trek

The Milledgeville (Ga.) March of Dimes held its annual walkathon in Georgia recently. And Edward Carioli, a new Grummanite who started his job as a Quality Control tool inspector just five months ago, managed to collect a whopping $1,122 from 1,061 sponsors all in just 12 days' time.

For his hard work, Edward received two awards — the local March of Dimes honored him as the individual who collected the highest amount of money, and as the individual with the greatest number of sponsors. Edward also got a prize — a Commodore VIC 20 home computer, which he donated to the Pediatrics Section at Baldwin County Hospital.

Edward solicited pledges from co-workers, shoppers at local malls, and doctors and nurses at the County Hospital. He also set up a table at a local K-Mart for one Saturday and again for five days at a TG&Y five-and-ten store. He estimates the effort took a good six hours' time each night as well as one entire Saturday.

Edward's motive? "I want to help wipe out birth defects, so that the first question a person will ask about a new infant is whether it is a boy or girl, not 'is it healthy?' "

Idea worth noting

Mary Etcell, a structural mechanic, picked up the highest monetary award for a female technician at Calverton last year for a Project Sterling suggestion she came up with her very first week on the job.

The award of $1,425 was presented to Mary for a modification of the foam insulation for the EF-111 fin pod antenna covers. It resulted in a savings of over $22,000 for the company in its first year of implementation.

Mary says that, "my experience as an inspector for Fairchild Republic Corporation prior to starting work here at Calverton, helped me spot the opportunity for a work savings and to draw up the idea almost the moment I started to work on the project."

Mary's suggestion called for the modification of the master mold for the insulating foam inside the EF-111 fin pod antenna covers to provide clearance for — and prevent damage to — the antenna elements and other electric components inside.

Previously, the thickness of the insulating foam inside the fin pod antenna covers was too deep requiring pre-fitting and trimming of the insulation. In some instances, the foam was unnecessarily painted.

The savings for the program were achieved by modifying the molds and adding a "do not paint" notice in some areas of the program's blueprint drawings, thereby eliminating a sizable amount of rework.

Idea jackpot. *Mary Etcell submitted a suggestion the first week on the job at Calverton. It netted her $1,425.*

calendar

Aikido Club: (Martial Arts) every Wed., 5 p.m., Recreation bldg. Beginners class. Guests welcome. M. Brooks, Ext. 115-6171/H. Brondo, Ext. 2719.

Alcoholics Anonymous: every Mon., 4:30 p.m., Plant 15, conference room C, closed meetings; Personnel Relations, Ext. 3521. Great River meetings: every Wed., 4-5 p.m. T. Connolly, Ext. 3521. Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Guard Hdq.; open meeting. Personnel, 369-6759; C. Robb, Ext. 117-7038.

Amateur Radio Club: every 3rd Wed. of the month. Plant 5 conference room BD-1, 5 p.m. B. Wengler, Ext. 4187.

Chess Club: every Fri., Recreation bldg., 5 to 11 p.m. Beginner-Expert, guests welcome. K. Marley, Ext. 4901/N. Corso, Ext. 9600.

Coin Club: (Calverton) every Fri., noon lunch, Plant 6, A-6 Action Center conference room. Grumman employees welcome. N. Evangelides, Ext. 117-7242.

Computer Club: 1st Monday of every month, Recreation bldg., 7 p.m. Computer discussion and demonstration/beginner to advanced programming. Guests welcome J. Hayne, Ext. 4945/P. Frumkin, Ext. 5134.

Dance Club: every Wed., 5-8 p.m., Recreation bldg., Guests welcome, S. Koppell, Ext. 115-3800.

Duplicate Bridge Club: every Thurs., Recreation bldg., 6 p.m. Guests welcome. P. Gill, Ext. 115-8414.

Equestrian Club: every weeknight, Knoll Farm, Brentwood, 6 p.m. Grumman employees and immediate family only. J. Eisenhower, 115-6211.

Fencing Club: every Wed., 4:30-6:30 p.m., Recreation bldg. Free instructions, guests welcome. J. Hayne, Ext. 4945/P. Chaldaris, Ext. 3486.

Folk Dancer's Club: (Calverton) every Thurs., 2nd floor, Plant 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835.

Klown Klub: every second Tues. of each month, Recreation bldg., 4:15 p.m. Guests welcome. M. Deyns, Ext. 7564.

Karate Club: every Tues. and Thurs., Recreation bldg., beginners 4:30 to 5:30, advanced 5:30 to 7:00 p.m., black belt instructions, physical and mental development; guests welcome. T. Ortiz, Ext. 4555.

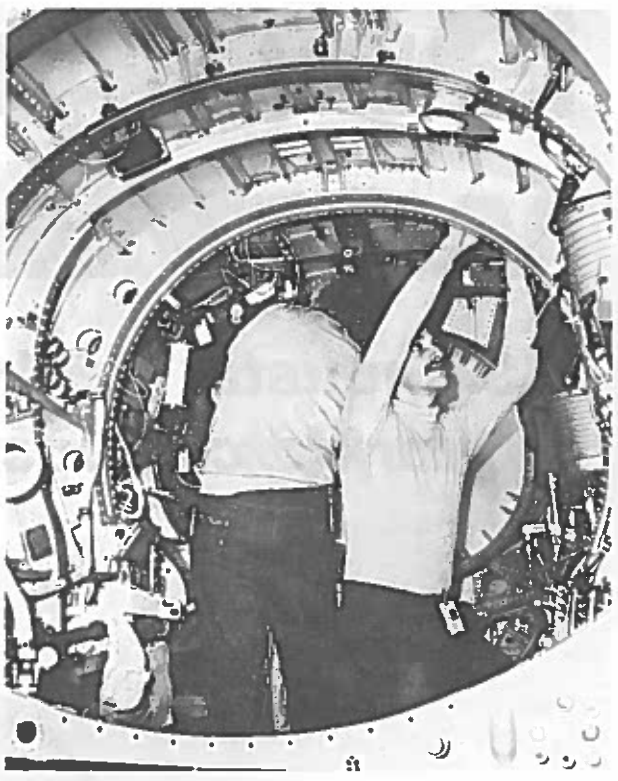
Model Railroad Society: every Wed., 7 p.m., Recreation bldg., Regular meeting. Guests welcome. R. Muntz, Ext. 6865.

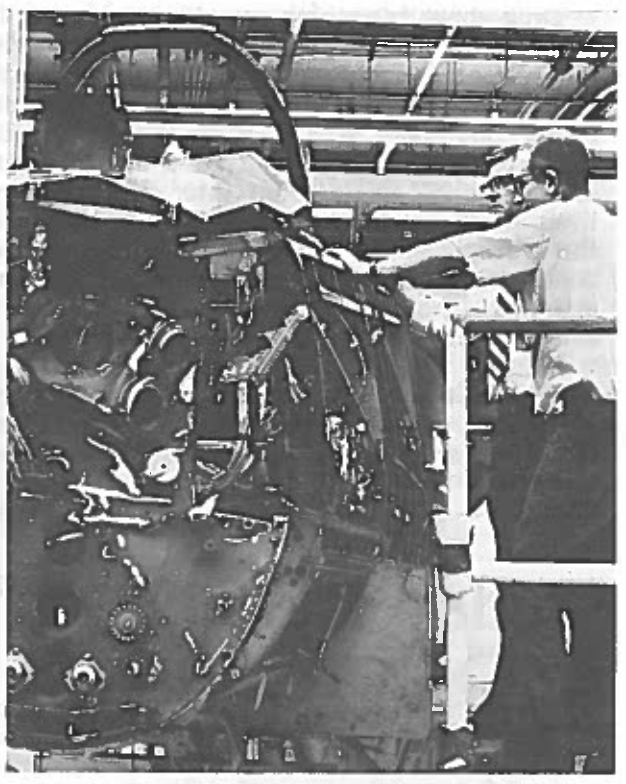
Magic Club: last Wed., of every month, The Magic Shop, Mid-Island Plaza, Hicksville, 4:45 p.m. Guests welcome. G. Albright, Ext. 5782.

Roller Skating Club: every Thurs,. Levittown Skating Rink, lessons at 6:30 to 7:30 p.m. Guests welcome. H. Denen, Ext. 2291.

Stamp Club: First three Wed. of every month, 5-6 p.m., Plant 35 cafeteria, trading sessions and discussions. S. Hoops, Ext. 3926.

Table Tennis: every Thurs., Plant 24, 5 p.m. and every Fri., Recreation bldg., 5 p.m., also every lunchtime. Beginners and guests welcome. B. Fabricant, Ext. 9307.





Seats two. *The TA-4 forward sections are first cut in two, then wheeled apart in a movable fixture. The second seat — which accommodates the student pilot — is constructed. Once rejoined, the structure is outfitted with overhauled components and all-new wiring.*

A-4 to TA-4 conversion

Forward sections get revamped and 'restuffed'

The Product Development Operations Center (PDOC) crew in Plant 5 has become quite adept lately at taking apart used planes and putting them back together again. Their job: modifying the forward sections of six used A-4 Skyhawks, which had been retired by the U.S. Navy to the Military Aircraft Storage and Disposition Center in Tucson, Arizona. The modified versions will be TA-4 Trainer Aircraft, to be used by the Royal Malaysian Air Force along with its Grumman-rebuilt fleet of 34 A-4s.

The first TA-4 forward section is slated for delivery to Grumman St. Augustine Corporation in March, and the job is progressing "right on schedule," according to PDOC Program Manager Bill Mebes. At St. Augustine, the tail, wing, and modified forward sections will be rejoined, along with the plane's J-65 engine, which is refurbished in Singapore. TA-4 number one is scheduled for first flight in June.

The Grumman TA-4 is functionally identical to the Navy trainer aircraft, the TA-4J. In fact, the PDOC shop crew has a surplus TA-4J on hand for use as a three-dimensional reference model.

Unlike the A-4, which accommodates only the pilot, the TA-4 has room for two people: both student pilot and instructor. The fuselage has been extended 28 inches to provide room for the second seat (the instructor's) and is slightly raised to provide an unobstructed view. Also, the TA-4 will be fully qualified to perform the same attack mission as the A-4.

The major difference between the Grumman TA-4 and the Navy's TA-4J is the engine. The Navy planes use the Pratt Whitney J-52 engine, while the Grumman TA-4s under modification are powered by the Curtis Wright J-65. The extended fuselage changed the air flow significantly, requiring extensive modification to the engine inlet ducts.

In Tucson, the aircraft was disassembled and the forward section shipped to Plant 5. In the modification process, the forward section structure is first stripped of all components and then suspended in a metal fixture. The fixture resembles a scaffold that moves on wheels guided by a track in the floor. The structure is then separated between the seat and the engine inlet ducts. In addition to being literally "sawed" apart, the structure is de-bolted and de-riveted. When that's complete, the two subsections are wheeled apart, and the second seat structure is added prior to rejoining. Once rejoined, the fuselage is "restuffed" using overhauled components and all-new wiring.

In addition to the operations in Bethpage and St. Augustine, Great River is producing electronic components and electrical harnesses for the aircraft. The electrical harnesses are now being installed on TA-4 number one. When that's finished, and all components have been reinstalled, there's extensive testing and debugging before the forward section is shipped to Florida.

The last forward section is scheduled to be shipped out of Plant 5 in June of '85. This last TA-4 will be complete and flight-ready at St. Augustine the following October.

The TA-4 will be used in place of ground trainers. Grumman St. Augustine will train four Malaysian instructor-pilots using the first two TA-4s and four A-4s. St. Augustine will also train 70 Malaysian technical people for support and maintenance of the aircraft.

"Training of the Malaysian instructor-pilots starts in August of '84, continuing through December," notes Bill Fehrs, A-4 deputy managing director. "Then they're able to go back and train their own pilots. We'll send an instructor-pilot to Malaysia for a year to assist them.

"All told, from the time we took custody of the planes in the Arizona desert through all the support and training they're buying, it amounts to a contract of approximately $120 million."

Carpools

Lower Westchester and/or Bronx to Bethpage: start or join existing car pool, 7:00 a.m. to 3:30 p.m. Call Joseph Fraioli, Ext. 4223.

Co-Op City, Bronx to Bethpage: 8 a.m. to 4:30 p.m. Call D. Zimmerman, Ext. 0943.

Personals

My family and I wish to thank all our friends and co-workers for their kind and sincere expressions of sympathy during the recent loss of my mother. **Vincent Gonzalez**

My family and I wish to express our sincere thanks and appreciation to my Grumman friends and associates for their sympathies expressed on the recent death of my father. **P. W. Genthner**

Our family wishes to express our heartfelt thanks and appreciation to all our Grumman friends, Grumman retirees and the Grumman Retiree Club for their kind expressions of sympathy, support and prayers during the loss of our mother Helen. **Charles and Edward Chlanda**

N.Y. Air National Guard

The New York Air National Guard is currently seeking people with prior military service who had electronics experience in the service or at Grumman.

At the present time, the Air Guard base at Roslyn, N.Y., has vacancies in teletype communications repair, flight facilities repair, radar repair, outside wire and antenna maintenance, cable splicing, telephone switching, and many other electrical career fields.

Non-prior service people are also welcome to apply. The Air Guard at Roslyn meets once a month and two weeks annually. If they qualify, veterans may retain their previous rank up to and including E-5. Benefits include: base exchange privileges (spouses, too); retirement (previous military counts); training; travel; and excellent pay.

To see if you qualify, call today for a future tomorrow. Ask for Master Sergeant Dennis Layer, (516) 621-1422 or 299-5216.

Drugs
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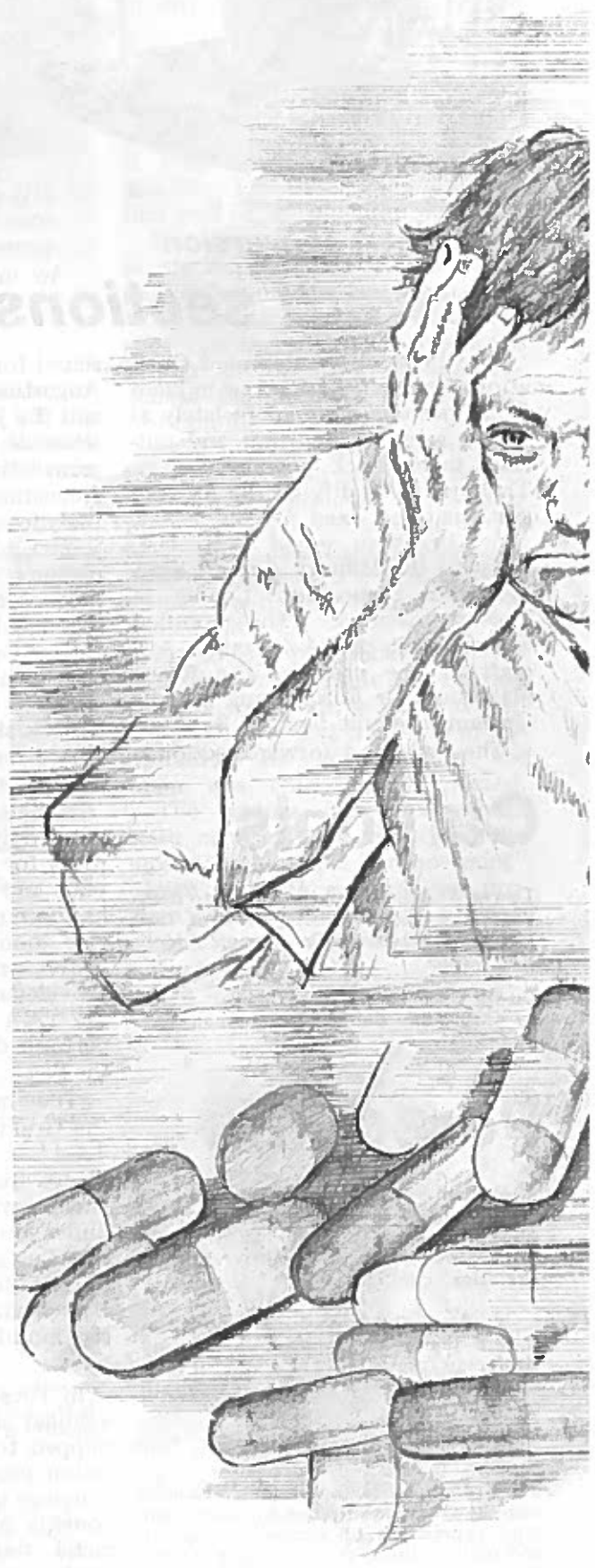
U.S. industry finding
of workforce abusin



Drug abuse is nothing new. We read about it every day: high-priced athletes burn themselves out on cocaine; big stars admit themselves into hospitals to fight dependence on prescription drugs. But there is a new development with implications that reach out of the sports and entertainment worlds and into our everyday lives. Drugs and drug abusers have moved into the workplace. In virtually every facet of the American workplace, companies are finding an alarming amount of their workforce abusing drugs on the job.

Industry figures indicate that on-the-job drug abuse costs the U.S. economy approximately $26 billion annually. As much as $16.6 billion in lost productivity alone is attributed to the problem.

'Today drug abuse at the workplace is as common as the coffee break.'

The National Institute on Drug Abuse (NIDA), U.S. Department of Health and Human Services, says that workers who use drugs are at least one-third less productive than their co-workers, three times as likely to be injured, and are absent from work far more often.

Widespread problem

More alarming is the widespread nature of the problem. U.S. Drug Enforcement Administration officials report that "today drug use at the workplace is as common as the coffee break."

'Recreational drug use'

The reason for the increasing drug problem in the work environment is tied, ironically, to the growing up of what was once known as the "younger generation." The drug-epidemic generation of the early Sixties and Seventies is growing older and gradually moving into the American workplace, taking its former lifestyle with it. That lifestyle includes "recreational drug use."

New problem for industry

Alcohol is still the most abused drug in the workplace, but American business has long been familiar with that problem. Most companies have taken steps, such as in-house treatment programs and company-sponsored Alcoholics Anonymous chapters, to deal with the alcohol problem. Drug abuse, however, is a relatively new problem for industry and the enormous scope of it seems to have taken industry by surprise. Some reports on the epidemic even suggest that on-the-job drug abuse could be a major factor in America's decline as the world industrial leader. Sources note that American productivity rose only six-tenths of one percent from 1973 through 1981. The current rate is said to be over 4.5 percent annually, but continuing at that rate will not be easy and drugs on the job are a serious obstacle to any increases in productivity.

Chris McLaughlin, senior drug abuse educator for Suffolk County Department of Health Services, says the abuse of drugs in the work environment can take many forms. "It can be anything from a worker under pressure on the job or at home abusing a prescription for valium in order to calm his nerves — to a bored employee smoking marijuana during lunch to break up the monotony of the day," he notes. "In either case, the person is not functioning up to his full potential and is hurting himself and the company."

Biggest users of health plan

McLaughlin states that government studies show even a casual user of drugs on the job is likely to use his health insurance more, because the individual is more likely to be involved in an accident or suffer from a long-term illness due to a general deterioration of health. "Serious abusers of drugs and alcohol tend to be the biggest users of a company's health plan. In addition, their families are more likely to use the employee's health benefits, due to the inherent instability that surrounds a drug abuser and the stressful effects that result," says McLaughlin.

The most dramatic problems stemming from on-the-job drug abuse are accidents. A worker who is taking drugs may not even realize that his judgment is impaired. For example, according to a story published in *Newsweek* magazine (August 22, 1983), a petrochemical plant in Louisiana exploded some years ago, killing four employees and causing millions of dollars in damage. Experts investigating the blast concluded that the men had been taking amphetemines — "speed" — in order to stay alert during their night shift and had only laughed when the plant's emergency alarm went off.

Medical experts point out that drugs such as amphetemines and marijuana — common in the workplace today — have a severe effect on the performance and judgment of workers. The employee who pops speed pills to keep going may well be rushing ahead with little regard for safety measures that might seem a waste of time. The euphoria associated with the use of marijuana can easily lull a worker into a false sense of security, again resulting in the neglect of essential safety steps on the job. The results are often disastrous for the worker as well as those around him.

The most dramatic problems stemming from on-the-job drug abuse are accidents.

Reports show that the high-tech industry is especially hard hit because employees on drugs can so easily cause quality control problems. Several companies in California's microchip manufacturing center — Silicon Valley — say they may well be forced to move their operations out of the U.S. if they cannot clear up the problem soon.

in the place

larming amount drugs on the job

Sources indicate that most theft in the high-tech industry is related to drugs. Cocaine is reportedly often the impetus and the preferred method of payment for stolen industrial products and information — a particular concern for Defense Department and other government contract companies.

Drug abuser profile

A report by President Ronald Reagan's top drug abuse advisor, Dr. Carlton Turner, says that a typical employee drug abuser profile has emerged from computer studies of the problem. "The typical recreational drug user in today's workforce was born between 1948 and 1965," says Dr. Turner. "He or she is late three times more often than fellow workers; requests early dismissal or time off during work 2.2 times more often; has 2.5 times as many absences of eight days or more; uses three times the normal level of sick benefits; is five times more likely to file a workmen's compensation claim; and is involved in accidents 3.6 times more often than other employees."

The illegality of drugs only makes things worse, causing drug-using employees to be more secretive. The covert nature of the problem makes it harder to identify and some employers who sense that something is wrong are often reluctant to admit that a crime is taking place on their property. In addition, bosses who know how an alcoholic worker acts may have no idea how to identify a drug-user on the payroll.

In coming to grips with the problem, most American businesses have learned a lesson similar to what is already known about alcohol-troubled employees. It costs less in the long run to rehabilitate an employee than to hire and train a new one. Indeed, many companies report that recovered employees are often among the most productive and reliable workers. Such results, however, depend on the effectiveness of a company's employee assistance program (EAP) and just how much a troubled individual wants to be helped.

The problem is real

What is known though, is that the drug abuse problem in the American workplace is real. It is more widespread than many people might expect, and needs to be addressed immediately.

This is the first of a series of articles on drug abuse in the workplace. For Grumman's outlook on drug abuse, see accompanying article.

Grumman addresses the problem

"We don't know yet if we have a real problem with drugs within the Grumman gates," reports Leo Kelly, manager of Personnel Relations. "But we do know that there are Grummanites who are abusing drugs — whether they be prescription drugs or illicit drugs — and we want to help them stop."

Grumman's policy on drug abuse is the same as it is for alcoholism — it is treated as a medical problem that is handled through treatment. "We have designed a program to allow for early identification and referral for treatment of a drug abuse problem," states Kelly. "Everything is kept confidential. No Grummanite will have job security or promotional opportunities jeopardized by a request for assistance."

Information available

Grumman has taken a leading role in the industrial community with the establishment of an informational seminar on drug abuse in the workplace as part of the company's Employee Assistance Programs (EAP). "The first step is to focus our efforts on informing those people — the supervisors — who are in a position to most readily recognize possible drug abuse problems among employees," says Tom Conley of Personnel Relations.

Since August 1983, Personnel Relations has been holding weekly training seminars for supervisors dealing with the problem of on-the-job substance abuse in a two-part presentation. Peter Sweisgood, executive director of the Long Island Council on Alcoholism, offers a review of the latest advances and concepts in the field of alcoholism treatment. He also discusses the increasing problem of drunk driving.

The second part of the seminar is devoted to the problem of drug abuse in the workplace and is presented with the cooperation of the Suffolk County Department of Health Services by the department's senior drug abuse educator, Chris McLaughlin.

Conley says, "The main objective of the seminars is to establish a line of communication with Grummanites and let them know that we are here to help."

The seminar program is being presented every Wednesday evening in Plant 39. Grummanites who seek more information on the assistance program or the seminars can contact the Grumman Personnel Relations Office at Ext. 111-3521, or visit the office in Plant 28.

work

It's one-third of your day for probably 45 years of your life. You love it, hate it, can't wait for Mondays, or just live for Fridays. It gives meaning to your life, or maybe it's just a way to keep food in your stomach and clothes on your back.

Whatever work means to you, it's definitely part of the way you define your place in the world.

In the latest in a series of interviews in which Grummanites talk about work, Julius Longshore, an E-2 flight test pilot at Bethpage, talks about his job.

I've known about aviation for most of my life. My father works for a competitor — Lockheed Aerospace in Marietta, Georgia. He's been there about 32 years. I used to go with him on plant tours, see airplanes, stuff like that.

I really didn't think about aviation as a career until later on, in high school and college. I saw a Navy recruiter who told me, "you can join the Navy and fly airplanes without going to the Naval Academy or ROTC." This was a program called AVROC, where you could sign a contract in your junior year of college, go down to Pensacola for six weeks before your senior year, and then, after you graduated, go down for six more weeks and finish. And any time, for any reason, you failed the program, you could then go back and be a civilian. It was a very good program for me in that sense. I wanted to be a pilot or else.

The Navy was also saying it was better to have a technical background — such as engineering or math. I've got a B.S. in mathematics and physics from Clark College. It's a small school in Atlanta. I also felt my hand-eye coordination was very good, since I played varsity basketball in college. The only problem I thought I might have would be a sort of mental block, that I couldn't get used to the idea of landing on a carrier.

One of the few

There aren't too many people who can ever say they've flown off aircraft carriers. It's a challenging thing. Look at it this way: the Air Force guy has maybe a 10,000-foot runway. He can land 2,000 feet further down. But a Navy pilot has to land in maybe a 100 to 200 foot area, which has the arresting cables in it.

I got used to it, but not totally comfortable. You always have to worry about something. Once, in the Navy, we were off the Iranian coast during the crisis, so there was no place on land that was friendly. We could only fly back to the carrier. It was at night, and the weather was bad — like a typhoon. The plane that I fly, the E-2, had to be in the air all the time to do surveillance for the carrier.

So, we were launched off the deck, went up, did our mission, and later, we were ready to come back. By this time it was 11 or 12 o'clock at night and raining cats and dogs. Then all of a sudden, there was a fire on my right engine. I had to shut it down, fly single engine with the fire, which finally went out, and still land aboard the carrier.

You've got to remember, they park planes on both sides of the deck. So if you get "comfortable," and a gust of wind comes and blows you toward the other planes, an accident could happen.

I stayed in the Navy for six years. By the time I got married, I had gotten tired of the family separation time. With the Navy, you go away for maybe eight or nine months, come back for five or six, and go out again. I didn't think that was for me.

When I got ready to get out, the commercial airlines were going down the tubes because of price wars. I did myself a favor. I thought, well, I've flown Grumman airplanes and I didn't have a bad reputation as a Navy pilot. So I sent in my resume, and Chuck Sewell, who's chief test pilot, happened to be looking for another E-2 pilot. He came out to California, interviewed me, and offered me the job.

I came to Long Island in February of '81 for a flight physical. During the week I was here I found a house I liked in Dix Hills. So, I went back to San Diego to sell my house, came back to buy the new house, and started work in May. My wife started working for Grumman in June — she's an engineer in the operations analysis costing group in Plant 5.

We're really busy right now with the E-2. We have two contracts in '86 to sell the planes to the Egyptians and the Singaporeans. We also have to train their pilots. We just got finished with the Japanese.

Dealing with foreign nationals is very interesting because you see different cultures and ways of thinking. You're trying to relate information to them that will then be taught to others. Since it's technical, it's even more challenging.

We average somewhere between 250 and 350 flight hours annually, while the guys at Calverton get maybe 100 or 150 hours in. That's because we're so involved with the development work, plus retrofit. Also, soon we're going to have the C-2. So we're going from six or 12 new planes a year to perhaps 39 or 40 in some years.

We do a different kind of flying than military pilots. Let's say a problem has occured in the fleet where the Navy wants the plane to go out past the "envelope." First, Grumman has to flight test it, to give the Navy the parameters on what has to be done. The Navy people then do their own testing, to verify the data.

My wife doesn't want flying to be one of my hobbies, since I fly so much during the week. On the weekends, she feels that's her time. Basketball is still one of my hobbies. I play on the Grumman varsity. It keeps me in shape and it gives me an outlet to meet people who aren't in aviation. I also go to school now — I'm attending Adelphi for my MBA two nights a week. So I keep pretty busy — between that and basketball, that's four nights a week right there. The rest of my time I spend with my wife and daughter — she's going to be two in February. Plus, I have reserves, too.

More than flying

There's more to the flight test pilot's job than flying. For instance, we get involved with ECPs — engineering change proposals — which means working closely with the engineers. We have to find out how an ECP affects how the plane flies. We also write ground training procedures, and we represent the company at NAVAIR meetings, making sure they understand the results of our tests.

Some of our guys fly until they turn 60, because the FAA requires pilots to stop flying then. At age 31, I can't really say I'll definitely fly for another 29 years. I can't say I'm not going to, either. I'm going to be as flexible as as I can.

I'm very satisfied with Grumman as a company. You come inside those gates, and it's like night and day. The company doesn't seem to me to fit my preconceived ideas of a company in New York. People here are extremely friendly and helpful.

Before, I was a military pilot flying military airplanes. Now, I'm a civilian pilot flying military airplanes. A lot of my contemporaries who are still in the Navy come back and forth here for different reasons, and I'm still treated as though I was in the Navy. It seems that way. I just happen to have a suit on instead of a uniform.

Aviator. *Julius Longshore, a former Navy pilot who now flies for Grumman Aerospace, gets ready to take an E-2C up on a test mission.*

E. Borgo | H. Siegel | M. Deyns | F. Johnson | J. Bond | H. Young | A. Deissler | H. Hinrichs | H. Fritzen

service milestones

45

Domenico Tassone, Upholstery (1)

40

Warren C. Shepherd, Prod. Cntl. — Parts Cont. (1)
Gerald J. Hehir, Sub-Assy. Major (5)
John N. Leone, Trans. Oper. (20)
Raymond D. Sentz, Prog. Mgr. E-2 (25)
Richard T. Farrell, Mach. Parts/Matl. (30)

35

Edward Mulcahy Jr., Veh. Des. Proj. Mgt. (1)
Russell A. Blair Jr., Final Assy. (2)
Anthony A. Mule, Matl. Offsite Sup. Cntl. (2)

John R. Haney, Prod. Rel. & Anal. (2)
Arthur J. Falbush Jr., Welding (2)
Andrew R. Baldo, Jigs & Fix. (2)
Alfred Q. Kuntz, Equip. & Sup. (2)
William C. Wilke, Tool Fab. Mgmt. & Stf. (2)
John E. Jansch, B/P Whse. (6)
Robert A. Okvist, Maint. Controller (7)
Robert H. Grosser, Maint Rearr. (14)
Eugene J. Prime, Subcont. Surv. (30)
Richard P. Feyk, P.M. A-6 (40)
Fred Schaeffler, Prod. Supv. (43)
William J. Groth, GSE Scheduling (43)
James W. Byrne, Maint. Rearr. (111)

30

William B. Atchison Jr., Bus. Mgmt. & Admin. (2)
Paul P. Pette, Spotweld (3)
Roger Kapp, Final Assy. (4)
Joseph J. Cavalluzzi, Assy. (5)
George P. Gayes, Prop. & Spec. Progs. (5)
Joseph A. Belisle, Marketing (5)
Raymond K. O'Donnell, Aircraft Progs. (6)
William Leonhardt, Aircraft Progs. (6)
Ernest Steiger III, Mech. Sys. Prod. Sup. (6)
James E. Peters, Prod. Mgmt. & Stf. (7)
Michael D. D'Agostino, Nuclear & Astro. (26)

25

Edmund A. Borgo Jr., ILS Mech. Equip. Eng. (1)
Herbert S. Siegel, Pwr. Plt. Des. (1)
Madelaine R. Deyns, Secretarial Serv. (1)
Floyd J. Johnson Jr., Stockrooms (2)
James P. Bond, Templates (2)
Herman G. Young, M&ME Mgmt. & Stf. (2)
Arthur L. Deissler, M&ME Mgmt. & Stf. (2)
Robert P. Darling, Comp & Adhesives (2)
Henry J. Hinrichs, Food Serv. (2)
Herman Fritzen, Food Serv. (2)
Jack LaCara, Tool Insp. (2)
Brent Sarinick, Mach. Oper — Tech. Serv. (3)
Salvatore Baglieri, Maint. Rearr. (3)
Robert J. Scott, Prod. Rel. Anal. (4)
Anthony J. Bagliore, Veh. Eng. (4)
George A. Kovanko, Veh. Des. Proj. Mgmt. (4)
Theodore L. Faller, Flt. Trans. (4)
John E. Elflein, Adv. Proc. Mgt./Stf. (5)
James Livreri, Pres. Serv. (5)
Paul N. Turtzo, Sys. Test (5)
Frederick R. Mazzitelli, Ops. Anal. (5)
Thomas F. Molloy, Financial Ops. (5)
Bernard J. Parke, Pres. Serv. (5)
David O. Averette, Support (6)
Henry G. Moyer Jr., Software Anal. (7)
George A. Jamros, Software App. (7)
Arthur J. Pugliese, Flt. Perf & Prop. (7)
Robert J. Wheeler, Elect. Fab. (7)
John E. McNamara, Avionics Dev. (7)
Stanley Nilsen, Nav. & Cntl. Equip. Prod. Sup. (7)
Wesley A. Haines Jr., Templates (11)
Charles E. Rak, Corp. Qual Mgmt. Sys. (35)
Leonard W. Keer, Performance (40)
William J. Rigby, Tech. Mgt. Sys. (40)

Domenico Stanzione, Maint Rearr. (12)
Laurette Williams, Maint. Rearr. (12)
John A. Winn, Metallorgical Eng. (12)
Robert L. Kennedy, Sys. Test (14)
Zigfrid R. Grins, Soft. Sys. Proj. Mgt. (14)
Arthur R. Deller, ILS Tech. Writing (15)
Steve Olish, Trans. Ops. (20)
Cornelius F. Copland, Cent. Recv. (24)
Frederick E. Annette, Pres. Serv. (25)
David E. Mohlenbrok, Ant. & Radomes (25)
Alfred Kuhn, Prog. Eng. Mgrs. (25)
Joseph Childs, Fl. Science Proj. Mgt. (25)
John C. Stark, Prog. Mgt. C2-A (25)
Barbara A. Trapani, Prog. Mgt. — Space (25)
Gloria Lindergren, Benefits (28)
Lewis J. Scheuer, Prog. Proc. Mgmt. & Staff (30)
Robert E. Hoehn, Inv. Plan & Anal. (30)
Theodore B. Hanson, Mach. Parts/Matl. (30)
Ernest A. Derryberry, Gen. Subcont. (30)
Leon Maggio, FAC Admin. (30)
Hubert R. Grinsell, ILS Admin. (35)
Thomas Economon, Opt. Display, Nav. & Cnt. (35)
Josephine Monza, Corp. Qual. Mgmt. Sys. (35)
James P. Kennedy, Instruct/Anal. (39)
Frank Bartlett, Struct. Des. (40)
William E. Sweeney, Vech. Struct. Anal. (40)
Joseph Cirnigliaro, Plt. Protection (40)
Richard L. Hunecke, Avionics (77)
Frederic J. Trinkle, ILS Eng. Mgmt. (106)
David Yuhas, GSFC — Maryland (284)
Ronald F. Davies, Fld. Ops. — Virginia (294)
Mario DiDomenico, Sup. Equip. Prod. (17)

(Continued on page 10)

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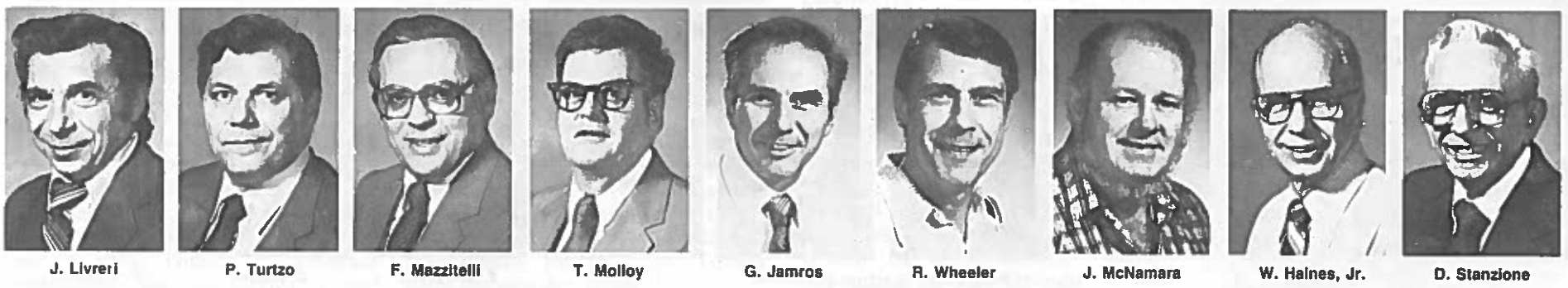


J. Livreri | P. Turtzo | F. Mazzitelli | T. Molloy | G. Jamros | R. Wheeler | J. McNamara | W. Haines, Jr. | D. Stanzione

L. Williams | J. Winn | R. Kennedy | Z. Grins | A. Deller | S. Olish | C. Copland | F. Annette | D. Mohlenbrok

H. Grinsell

T. Economon

J. Monza

J. Kennedy

F. Bartlett

F. Trinkle

D. Yuhas

R. Davies

M. DiDomenico

milestones

20

Eugene R. Marquardt, ILS Res. Cont. (1)
James C. Eckert, Prog. Cont. (1)
Reno J. Menichelli, Bus. Mgmt. & Admin. (2)
Henry Kochany, Prod. Supervision (2)
Daniel Bauer, Welding (2)
Otis Williams, Trans. Ops. (2)
Daniel K. Broderick, Trans. Ops. (2)
Leon D. Dixon, Repro Serv. (2)
Jerome J. Antonucci, Employee Serv. (2)
Thomas F. Iovine, Conv. Mach. (3)
Mildred Gutch, Mach. Oper. — Parts Ctl. (3)
John D. DelGaudio, Repair Contl. (3)
Wilfred T. Oakley, Matl. Rev. Eng. (3)
William J. Zura, Flt. Avionics (4)
Frank DeMaio, ILS Elec. Pack. (4)
Walter P. Roell, Avionics Instl. (5)
Marilyn A. Moldovan, Proposal Ops. (5)
Gail L. Hall, Market & Adv. Tech. (5)
Robert F. Jarvis, Corp. Inst. Sup. (5)
Gerald L. Hollowell, Marketing (5)
Joseph T. Kelly, Bus. Mgmt. & Anal. (5)
Antonio J. Ceraso, Prod. Rel. & Anal. (6)
Florence H. Crouch, Matl. & Log. Mgmt. & Stf. (6)
Gerald B. Navratil, Airport Ops. (7)
Thomas D. Pace, ILS Sup. Eng. Mgmt. (9)
William D. Spiegel, Aero-Struct Subcont. (9)
Charles F. Johnson, Adv. Matl. & Process Dev. (12)
Robert D. Solomon, Guid. & Cont. Sys. Inte. (14)
Robert C. Scholl, Comp. Arch. (14)
Richard F. Schantz, Sec. & Pers. Serv. Mgmt. (18)
William C. May, Plt. Protection (18)
Richard S. Traube, Trans. Ops. (20)
Robert Damarodas, PPO E-2 (25)
Edward M. Samson, ILS RF/Servo/Elec TPS Eng. (25)
Alan T. Pastore, ILS Res. Contl. (25)
Robert T. Ufer, Tech. Reqmts. (25)
Fred Edelstein, Therm. Sys. (25)
Roy E. Olsen, Stab. & Cont. Fly Qual. (25)
Robert E. Foster, Personnel Mgmt. & Stf. (28)
James E. Wallis, Gen. Comm. (30)
John L. White, Fin. & Req. Reports (30)
Stephen T. Campbell, Struct. Mech. (35)
Margaret Sanfilippo, Personnel Lias. (35)
Jimmie L. Williams Jr., ILS Eng. Mgmt. (40)
Melvin R. Hennen, Meth. Eng. A/C (43)
Emil R. Van den Bosch, Prog. Mgmt. (43)

15

Robert J. Langa, Join & Mid Mod Install (1)
Lillian Nigro, Prod. Progs. (1)
John W. Smith, Alodine (2)
Rothard A. Dundas, Assy. (2)
Anthony D. Cosentino, Mech. Proc. Eng. (2)
Mary Madsen, Mach. Ops. Mgt./Staff (3)
Julius J. Jiacoppo, Operations (3)
Hartmann J. Kircher III, Bus. Mgmt. & Anal. (5)
Ralph E. Davies, Matl. Opes. (6)
John T. Gwynne, Flt. Crew (7)
William H. Hoover, PPO Space A/D (9)
Howard T. Hearn, PMM Mil & Space (9)
Melvin Miller, Plt. Protection (18)
Michael G. Andersen, ILS Sub-Sys. Eng. (25)
Ronald E. Trenkner, Safety & Maint. (25)
Charles A. Schroeder, Prod. Progs. (25)
Theodore W. Hilgeman, Nuclear & Astro. (26)
Philip N. Adler, Matl. & Struct. Mech. (26)
Dolores A. Barbera, Employment (28)
Lillian D. Fink, Purch. Mgmt. & Staff (30)
Jacques W. Riggio, Gen. Subcont. (30)
Joan D. Kramer, Personnel Lias. (35)
Roy Fagin, Res. Mgmt. & Staff (39)
John R. DeFlora, Prod. Progs. (40)
Sydney J. Turner, Mech. Struct. & Assemb. (43)
Florence Sprague, Elect. Harn. Fab. — Temp. (44)
Margaret M. Barton, Invent. Mgt. (44)
Howard J. Weinhold, Mach. Shop (56)
Fredrick W. Hammerschmidt, Opes. Mgt. & Staff (66)
Fred E. Matthews, Proto/Det. Parts (77)
James L. Copus, Pwr. Plant (77)
Virginia K. Grimm, Elec. Sub. Assy. (77)
William Bradley Jr., Elect. Sub. Assy. (77)
Eugene Dickens, Matl. Mgmt. (77)
William C. Driskell Jr., Tool Eng. (77)
Sylvester Wilcox, Personnel & Admin. (77)
Thomas J. Biberacher, Engineering (88)
Robert J. Struzinski, Prod. Progs. (106)
Ward Casper Jr., Air Frm. Sys (267)
Francis A. Votry, Sup. Sys. (281)

Populated area. *Seagulls and geese love Grumman, but it's not mutual admiration. These birds can cause serious hazards when they enter the flight patterns at an airport. Please refrain from feeding these feathered foul — especially near the Plant 4 airstrip.*

A. Kuhn

J. Childs

J. Stark

B. Trapani

L. Scheuer

T. Hanson

E. Derryberry

L. Maggio

R. Hunecke

J. LaCara

B. Sarinick

S. Baglieri

R. Scott

T. Bagliore

G. Kovanko

T. Faller

J. Elflein

scorecard

Torch relay. *Annette Frisch crossing the finish line in last year's New York Marathon.*

Torch bearer

Annette Frisch, travel coordinator for Engineering Services and a charter member of the Grumman Road Runners Club, is limbering up for her Olympic Torch Relay Run this May. Annette will be one of the first of many runners from across the country to carry the Olympic Torch in a symbolic one kilometer run. The overall 19,000 kilometer cross-country running event runs from New York City to the site of the 1984 Summer Olympic Games in Los Angeles in July.

Grumman Corporation and other companies across the nation are supporting America's youth organizations as sponsors of the 1984 Olympic Torch Relay. The company has reserved one kilometer at a cost of $3,000 as a contribution to the Los Angeles Olympic Organization Committee Torch Relay Foundation.

Worthy cause

Annette says, "I feel very honored to have been chosen by the Grumman Road Runners Club to represent the company in this event. I think it is a worthy cause and a great chance to generate enthusiasm for the Olympics and our own runners club. We hope this will get more women interested in the Road Runners Club. Grumman has been my home for 20 years now and I'm proud to have this opportunity."

Annette has been a serious runner for about three years and has competed in last year's Long Island Marathon as well as the New York Marathon, completing both in outstanding times of 3:43 and 3:40 respectively.

She runs an average of 30 miles per week — year round, rain or shine. "I just love the feeling running gives me. Physically I find it very beneficial. I would like to get more Grummanites interested, especially women."

Annette keeps busy running in all the corporate races she can find, and organizing two clinics each year to help get people started running. "I look at the Torch Relay as good publicity for the running club, but I know I'll enjoy it too."

Basketball win streak

The Grumman varsity basketball team is flying high with a record of four wins and zero losses in the Long Island Industrial League. The undefeated hoopsters are averaging over 98 points per game. High scoring guard Columbus Poole is leading the way with an average of almost 30 points per game.

The latest victory came in a 101 to 70 romp over Airborne Instruments Laboratories (AIL). Another strong game was registered by team rebound leader Jim McKinstry and assist leader Fred Turner. Defensive standout Tom Walker and high leaper Rick Cooke also contributed to the rout.

The team next plays on Thursday, 8:30 p.m., January 19 at Great Neck Junior High School against IBM.

Hockey highlights

The Grumman varsity hockey team stormed into second place in the Long Island Industrial League (LIIHL) with lopsided victories over both Grey Goose and National Westminster Bank in recent games.

The Tomcats trounced Grey Goose, the team that had been in second place, by a score of eight to two at a special Sponsors' Night game held at Nassau Coliseum on January 4th. Grumman's Bob Pirrung, director of Planning Control and Budgets — Business Operations, accepted an Appreciation of Sponsorship plaque from Tomcat team captain Jim Allen.

The Tomcats next took their high scoring style to the National Westminster Bank game where they secured second place in the LIIHL with a six to three victory.

League leading scorer, Tomcat rookie Mike LaBianca picked up three goals in the Sponsors' Night game and one more in the National Westminster Bank game. High scoring rookie defenseman Dave Drew knocked in two goals in each contest.

In a very physical game, notable as much for the number of penalty minutes assessed as for the number of goals scored, the Tomcats were forced to settle for a seven to seven tie with last year's LIIHL champs — John's Pub. Allen, Drew and LaBianca each scored two goals in the rough match while Tim Shelley added one as the Tomcats held on to their second place spot in the league. The team's next outing will be against Station WYNY on January 28.

Sponsors' night. *Varsity hockey captain Jim Allen presents a plaque in appreciation of sponsorship to Grumman representative Bob Pirrung, director of Planning Control and Budgets — Business Operations. The Tomcats took over second place in the Long Island Industrial Hockey League with a convincing eight to two victory over Grey Goose after the awards ceremony.*

Lax players

Anyone interested in playing on a Grumman sponsored lacrosse team this spring or summer, contact Joe Pititto at Plane News, Ext. 5119. Experienced players and coaches are needed to form a team to compete in the spring club season or in a summer league, depending on the strength of the team.

Travel booklet

The 1984 Grumman Recreation's Travel Package Booklet is now available in all Employee Services (ES) offices and at the Recreation office in Plant 28A. Call Recreation, Ext. 2133/2269.

Arts and crafts

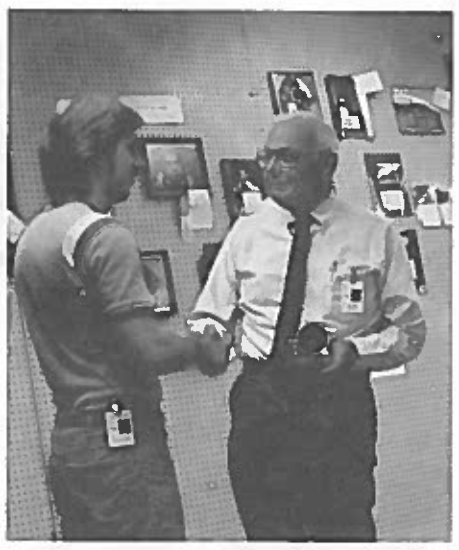
The second annual Milledgeville Operations Hobby and Craft Show was held last month with over 70 art and photography entries vying for prizes. The best-of-show award of $100 and a trophy went to John Nussberger of Plant 66 Tooling for his intricate wood-inlay cassette tape box.

Congratulations were also offered to John Bufford whose handmade leather handbag placed second, and Frank Rule who took third place for his stained glass work.

Other winners

The following is a list of the winners in each category, in order of finish (Note: some of the categories only had one or two winners).

Art-traditional: Frank Rule, Tom Mayer, Frank Rule
Ceramics: Jeanne Salvador, Robert Montana (2)
Christmas decorations: Jackie Holsenbeck, Jeanne Salvador, Barbara Korba
Collections: Edward Carioli
Crocheting: Caren Sanders, Terry Kennedy, Caren Sanders
General: Beverly Beasley
Leatherwork: John Bufford
Macrame: Bobett Johnson
Needlework: Beverly Beasley, Lori Meeks (2)
Novice: Caren Sanders, Chris Hicks, Linda Baker
Photography — b/w: Louise Minicozzi, Tony Peters
Photography — color: Dave Weaver, Dave Weaver, Fred Giantsos
Photography — family: Linda Baker, Wendell Barr, Linda Baker
Wood carving: John Nussberger
Woodworking: John Nussberger, James Washington, Eunice Napier



Woodworking winner. *Vice President Bill Zarkowsky, general manager of Milledgeville Operations, congratulates John Nussberger (L), top winner in the 1983 Hobby and Craft Show at Pl. 66.*

Table tennis anyone?

Table tennis tournaments will be held in Bethpage, Calverton and Great River, beginning on February 26. The novice singles event this year will be limited to players entering the tournament for the first time and who have not played in any outside organized competition.

The Bethpage tournament will offer a total of 10 divisions — five doubles and five singles — for participants while Calverton and Great River will have two divisions each, for entrants.

Players are permitted to enter one singles and one doubles division only and entrants who have already won trophies in a division in previous Grumman table tennis tournaments must advance to the next division. Those who have not yet won a trophy in a particular division can enter the same division they last competed in or drop to the next lower one.

Bethpage matches will be played at lunchtime in Plant 28A. For more information about the tournament, call Herb Mahoney in Recreation at Ext. 2133. In Calverton, call Ernie Maggi, Ext. 117-6772. Great River entrants can contact Bob Albert, Ext. 113-3394.

All entrants must fill out the accompanying entry form and send it to the director of the tournament they will be entering no later than February 16.

Table tennis tournament

Entry form

NAME ..... MAIL STATION .....

EXT ..... PLANT .....

SINGLES ☐ Women's ☐ Men's ☐ B ☐ C ☐ Novice

(Players check one singles event only. Both men and women may enter B, C or Novice singles).

DOUBLES ☐ Women's ☐ Men's ☐ B ☐ C ☐ Mixed

(All players may enter one doubles plus the mixed event).

DOUBLES PARTNERS: Womens, Mens, B or C

NAME ..... EXT .....

Mixed Doubles

NAME ..... EXT .....

☐ I wish to enter doubles events checked but need (a) partner(s).

Deadline February 16.
Mail entries to:

for Bethpage tournament: Herb Mahoney, A01-28A

for Calverton tournament: Ernie Maggi, A18-06

for Great River tournament: Bob Albert, A16-43

Pocket billiards tourney

Name..... Ext.....

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Billiards tourney invites everyone into the pool

Topping the bill on this year's list of Recreation's winter tournaments is the 23rd annual pocket billiards tournament.

Cued up

Grummanites interested in participating should fill out the accompanying entry form and mail it to Recreation, A01-28, by Feb. 10, 1984.

The competition will take place at the House of Lords billiards parlor on South Oyster Bay Road in Hicksville, beginning Thursday, Feb. 16, at 5 p.m.

In the early rounds, the play will consist of a 75-point game with single elimination. When the competition is narrowed down to four players, 100-point games will be played with double elimination.

If you enter the tournament, you must check in with Mike Cherry of Recreation on the first evening of play.

For more information, call Ext. 2133 or 2269.

Neighbor-aides needed in Nassau

Volunteers are needed in Nassau County to serve as "neighbor-aides." These volunteers keep a professional staff appraised of changing conditions in frail elderly clients by making short home visits on a regular basis.

Time commitment is once or twice a week — daytime, early evening or weekends. Neighbor-aides work with the professional staff.

Funded by the Nassau County Department of Senior Citizen Affairs, this program helps the frail elderly remain in their homes and communities.

For more information, contact Barbara Elias, FSA Coordinator of Volunteer Services, (516) 485-4600.

Card collectors

There will be an organizational meeting in Plant 28A Recreation Office at 12:00 noon on February 9, 1984 for all those interested in starting a baseball card club. For further information contact Francis Froehlich at Ext. 2508.

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